



Fleet and Industrial Supply Center - Norfolk, Virginia

Supply Chest

January 28, 2005

Ready - Resourceful - Responsive!

Vol. 57 No. 2

FISC Norfolk supports OIF through "War Reserve"

During Operation Iraqi Freedom, U.S. forces require a variety of equipment and supplies in order to perform their missions. Fleet & Industrial Supply Center (FISC) Norfolk has played a critical role in supporting the warfighters by ensuring deploying ships are fully equipped to meet their mission requirements. Recently, a call came in for additional support.

FISC Norfolk is the only FISC within the Naval Supply Systems Command (NAVSUP) to maintain a "war reserve" of critical Material Handling Equipment (MHE). Navy war reserve material is major end items or secondary items that by either function or rate of consumption are not needed in peacetime, but are essential to the successful pursuit of victory in war. They were tasked to provide from the reserve four heavy-duty rough terrain 10,000-pound lift capable forklifts.

According to Vanessa Kissel, regional MHE manager, "DOD regulations require that MHE in storage be maintained in a ready-for-issue condition in order to maintain the

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Greg Jeanguenat backs a heavy-duty rough terrain 10,000-pound lift capable forklift on to a trailer for transport to Navy-AMC terminal Norfolk. Four of the forklifts were shipped from Norfolk in support of Operation Iraqi Freedom.

NAVSTA Norfolk outlines snow response procedures



The waterfront area outside of Building W-143 was a winter wonderland after this late December snowfall.

The winter season is well underway and the Hampton Roads area has already experienced significant winter weather. This message is intended to clarify standard snow procedures, educate personnel on snow related responsibilities, and ensure expectations are universally known. Recent storms have proven the difficulty in accurately forecasting both the severity and impact of snow on roadways both on and off station. Historic snowfall amounts in the Tidewater area preclude funding and equipping Naval Station Norfolk for snow removal on par with perennial snow havens such as NTC Great Lakes or Groton, Conn. As with any prudent budget decision, we must assess risk and set reasonable expectations commensurate

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Admiral's Quarters

We begin 2005 refreshed from a holiday break and energized about our mission over the next twelve months.

In 2004, our supply centers achieved great victories in delivering combat capability through logistics to the warfighter while in a rapidly changing environment. COMFISCs continues to remain a leader in the Naval Supply System Command transformation. And, there is much more to accomplish in 2005.

My five top priorities for COMFISCs in this year are as follows:

CNI/Material Support Integration - The soon to be signed memorandum of agreement between NAVSUP/COMFISCs and Commander, Navy Installations is very complex, and calls for a lot of work to be done in the near future. The alignment with CNI will require our team to demonstrate significant flexibility and change capacity but will reap huge savings for the Navy, money it desperately needs. Our MSI efforts are critical to this recapitalization.

Products and Services/LEAN refinement - Each and every one of us can contribute to this effort, which is the heart of Phase Two of the NAVSUP transformation. Across all 18 of our product lines, we must increase savings and efficiencies. In addition, we must now apply the LEAN framework to the Products and Services model. We must do this as quickly as possible.

BRAC 2005 - The workload associated with Base Realignment and Closure data calls is usually manageable. I include this in the top priorities, however, because of the nature of this mission. When a BRAC tasking arrives, it is understood that all members of our team must stop everything and drive to completion. We must support this vital DoD and congressional requirement.

Enterprise Resource Planning - This is the crux of NAVSUP Transformation Phase Three. While there is little COMFISCs involvement at this point, some of the initial planning for this initiative will begin this year, primarily in the financial, inventory management and business analysis sectors. If you get an ERP tasking, treat it just as you would a BRAC task and complete it quickly.

Inventory Investment/Warehousing - Each of our FISCs now assumes material management responsibilities for its regional partners, at numerous bases spread around the world. The warehousing and material management components are the central challenge of



the CNI alignment, and it is an urgent one.

These five priorities for 2005 are the COMFISCs New Year's resolutions. We must be resolute in our commitment to ensure each of these priorities receives our utmost attention. I look forward to working with our great COMFISCs team again this year. Happy New Year!

Supply Chest

Fleet and Industrial Supply Center
1968 Gilbert Street, Suite 600
Norfolk, Virginia 23511-3392
(757) 443-1013/14

Capt. Timothy J. Ross, SC, USN, Commanding Officer
Bob Anderson, Public Affairs Officer/Managing Editor
Jim Kohler, Editor

Bill Pointer, Staff Photographer
Steve Craddock, Staff Graphic Illustrator

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NAVSUP brings logistics to tsunami relief

As part of the Navy-wide effort to bring relief to the victims of the Dec. 26, 2004 tsunami, the Naval Supply Systems Command (NAVSUP) is moving at full speed to aid in coordinating the Navy's logistics response to assist in the massive humanitarian effort along the southern and south-east Asia coastlines. The Department of Defense is providing assistance to the governments of Indonesia, Sri Lanka, Thailand and other affected nations as they deal with the effects of the earthquake and tsunami. U.S. military



The Fleet and Industrial Supply Center San Diego facilitated the onload of the hospital ship USNS Mercy, including 294 pallets of food. In addition FISC San Diego provided contracting support to acquire the hospital urgent IT support and humanitarian relief supplies, fleet assist teams to prepare the ship's post office, galley and laundry facilities and more than 1 million gallons of diesel fuel. (U.S. Navy photo by Heather Paynter).

operations are in support of overall U.S. government assistance efforts and are being coordinated with international organizations, non-government organizations and other nations. There are more than 13,000 U.S. Navy, Marine, Army, Air Force and Coast Guard service members involved in providing relief support, including the USS Abraham Lincoln Carrier Strike Group and the USS Bonhomme Richard (LHD 6) and USS Essex (LHD 2) Expeditionary Strike Groups. NAVSUP headquarters personnel in Mechanicsburg, Pa., are working closely with NAVSUP's Commander Fleet and Industrial Supply Centers, San Diego, and the Naval Operational Logistics Support Center, Norfolk, Va., to bring the full measure of the Navy's supply chain to the relief effort. The NAVSUP team is currently focusing on delivering material and personnel support to the devastated countries. Specifically, NAVSUP is mobilizing the supply chain to support the deployment of the hospital ship USNS Mercy (T AH 19) by providing support from NAVSUP Enterprise Logistics Support Centers. The NAVSUP Enterprise is also teaming with Navy Construction Battalions to provide transportation, fuel, and other logistics requirements set forth by the Navy's U.S. Pacific Command. Additionally, NAVSUP Enterprise personnel are assisting in coordinating delivery of humanitarian rations, including water, where Rear Adm. (Sel) Jack Prendergast, SC, USN, Deputy Chief of Staff for Logistics, Fleet Supply and Ordnance, Pacific Fleet, is leading the logistics support effort. "Whether they be humanitarian or combat related, here in Central Pennsylvania or from the decks of an aircraft carrier, the supply chain can respond rapidly to any crises around the globe," said Rear Adm. Daniel H. Stone, SC, USN, Commander, Naval Supply Systems Command. "Coordination and alignment of our efforts is paramount to making sure that we provide the right resources to assist the Navy's overall efforts in helping to prevent further loss of life and human suffering."



February is African-American History Month

Winter weather from page 1

with safety and continuity of operations. The first snowfall of the season, on Christmas weekend 2004, depleted over half of the entire regional programmed budget for snow removal this fiscal year. While our efforts were valiant, they proved to be inadequate in many respects. Lessons learned from that storm have been compiled and the following courses of action are now in effect.

Command and control - During periods of extended snow operations, NAVSTA will set up a snow desk to receive and prioritize work efforts. The snow desk is located in Building Z-140 and can be reached at 444-4155 ext. 3005 or 630-4638. The FISC Norfolk weather information number is 443-1011. The FISC Norfolk duty office number is 443-1155. In addition to the snow desk, NAVSTA's disaster prep. officer will coordinate operations and provide quality assurance by coordinating with tenant commands, Air Operations, and Port Operations. The snow desk and the disaster prep. officer will also liaise with the city of Norfolk and VDOT to synchronize priorities and ensure the major arteries and surrounding roads are clear to allow volume traffic.

Snow removal zones - NAVSTA Norfolk is divided into four snow removal operational zones. Zoning allows for a more efficient, concerted, and thorough response. Zone one includes all locations north of Taussig Blvd and west of gates 3/3A. Zone two includes all locations north of South Wall, south of Taussig Blvd., and west of I-564. Zone three includes all locations east of gate 3/3A, and north of Bellinger Blvd. Including Willoughby housing. Zone four includes all aircraft operating areas and the weapons compound.

Prioritization - NAVSTA has limited resources to perform snow removal, sanding, and salting operations. With over 4000 acres, 120 miles of road, 13 piers, and an 8,000-foot runway, we have a great deal of pavement to plow and treat. We have only 15 vehicles configured with plows including four pick-up trucks and 11 dump trucks. These assets service NAVSTA Norfolk, NSA Norfolk, and the

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FISC Fitness Forum ... Change your eating habits - permanently!

By SK2 Lorenzo Hill, FISC San Diego

Nine out of 10 people who try to lose weight fail to keep it off.

Before you let that discourage you, here's the good news—you and only you have the power to be the one who succeeds. How? By changing your old eating habits to new, healthy eating habits.

It all begins in the mind. You really have to let go of some of the things you have been used to doing. That said, here are 10 tips for getting your hands around a better way of eating. Let them guide you and your old behaviors around food will be gone forever.

1. Get educated. Knowing fact from popu-

lar fiction is the only way to make informed decisions. According to nutritionists, anyone serious about losing weight permanently must understand food labels and accurate serving sizes. Look at the glycemic index and learn how to monitor daily caloric intake. At a deeper level, many successful dieters research the composition of different foods and how they affect the body.

2. Choose wisely. The body is a very efficient machine if it's fed the right fuel. You are in control of whether a soda or a piece of fruit passes your lips.

3. Eat consciously. Closely related to the point above, it's smart to be mindful while eating. That is, be aware of hunger levels, how much you're eating and how you feel.



SK2 Lorenzo Hill

Eating while watching television is a sure-fire way to lose track of how much is consumed warns Rick Hall, a registered dietitian who teaches nutrition at Arizona State University. If you must do it, serve yourself correct portions first so you don't eat the whole bag of chips!

4. Be realistic. "Don't do anything on a diet you're unwilling to do for the rest of your life," says Dr. Jeff Wilbert, author of *Fattitudes*. Pragmatic changes you can continue for the long-term serve you best.

5. Have fun!

6. A lapse is not a total relapse. Every one breaks down at some point and eats a pint of ice cream. Expect relapses. It's not a license to continue your binge indefinitely but it isn't necessary to beat yourself up either.

7. Don't argue with your body. There are the times the cravings are more powerful than we are. If you need candy, have a little bit and move on.

8. Be wary of fads. Fads are called fads because they come and, after a short period of time, go. Likewise, weight loss achieved on a diet plan that promises the world is not likely to last, studies show, mostly because people can't stick by the restrictions.

9. Find new satisfactions. It's common for people to eat to gratify emotions rather than the sensation of hunger. If you're genuine about shifting your eating habits for good, you may need to develop more non-food pleasures in your life says Dr. Wilbert.

10. Think outside the box. Many people believe the only way to measure their progress is by measuring how many pounds they've dropped. Losing actual weight is a slow process. Weight-loss professionals often measure how well someone is progressing based on other changes, such as a reduction in dress size or body-fat ratio. Not only are these valid, they may also be better indicators of overall health improvements.

A large advertisement for an event at the Breezy Pt. Officers' Club. It features a large, stylized profile of a man's face in the background. The text is as follows:

**Breezy Pt.
Officers' Club
February 15th
1100-1300**

**Tickets are \$10.00
& include buffet.
Guest speaker is
Pastor Kim Brown
Please call 445-0452
for more information.**

**The Niagra
Movement
(1905-2005)
African American History Month
Celebration**

At the bottom of the ad, there is a small image of a group of people, possibly a choir or a group of performers, in front of a building.

Speaking for the Fleet ... Don't Take The Money And Run!

By *FLTCM(AW/SW) Jon Thompson*

If I gave you \$5 as a gift, how would you spend it? Let's say I gave you \$40 — would you still spend it or would you save it?

If \$40 was added to your paycheck every payday, then what would you do with that extra money?

I hope you've given this some serious thought because starting January 1 every Sailor, regardless of rank, will see their pay increase 3.5%. For a lot of you, that works out to roughly \$20-\$40 each payday. That's right, an extra \$20-\$40 every other week.

So what's that extra money worth to you? By itself, it may not seem like much. Some of you may see it as "extra money," something you don't mind frittering away. But add it up every payday and the amount isn't so small. Over the course of a year that "little extra" can turn into \$450 to \$950. What's that 3.5% pay raise worth to you now?

Normally, a Sailor's income goes up and their spending increases by the same amount. Before they know it, spending eats away at that pay raise, and soon they're living paycheck to paycheck again.

How much did you earn last payday? I'm sure most of you can recall the exact amount. But can you honestly say you know how much of that money was budgeted correctly? Better yet, do you know how much is left to spend before the next pay period? Most of you probably have no idea. Because you don't know, you may be spending upwards of 10% more than you make each month...which is close to the national average. Do you do this? Do you spend more than you make?

Shipmates, here's an excellent opportunity to break the "earn and spend" cycle. Start letting your money work for you instead of against you. I have a couple of recommendations about how to use your pay raise to your financial advantage:

First, hide the raise! You're already used to living on a certain amount - keep it that way.

Years ago my wife and I decided that I would have an "allowance" — money that I draw every two weeks for me to put in my pocket. Now five years later I still get the same allowance amount. Every pay increase I've received since then was used for one of three things—saving money, earning money, or paying off debt (more about this last one later). Because that extra money was never part of my spendable income, I never missed it. I doubt you will either.

Second, create or balance your budget. Some people mistakenly

believe that because their bills are paid on time they have a budget. This isn't a budget shipmates, it's a recipe for living paycheck to paycheck. A real budget shows how much is spent for essentials each month, tracks how much debt is owed, and what funds are available for emergencies. A good budget also allots money toward savings and investments. If your bud-

get is lacking any of these necessary items, ask for assistance. Your command's financial specialist, the Fleet and Family Support Center, or your local bank or credit union can help you get started.

Third, start paying down your debt. After you've created a budget, you should be able to determine how much can be applied to your bills on a monthly basis. If you're using charge accounts instead of cash, stop now. By continuing to use charge accounts, you're only contributing to your debt problem. Use your pay raise to pay off the charge accounts with highest interest rates first. Don't try to "spread" the extra money to several bills at the same time; apply the amount to one bill until it is paid off, then use the extra money toward the next highest interest account, and so on.

Fourth, start a nest egg. Retirement, children's college fund, individual savings account — each are important for fiscal fitness. There are numerous investment plans that can help you plan for your future. Do a little research and choose a plan that's right for you. The Thrift Savings Plan (TSP) is a very good option worth looking into.

Finally, if you claim zero on your W-4 form, change your withholdings status. If you are single, you should claim one. If you are married and/or have children, you may want to claim two or even three. If you claim zero on your withholdings, in essence you're giving the government an interest-free loan on your money for a full year. Did you know that if your refund was \$1000, you could have increased your take-home pay by more than \$80 a month? If a 25-year old put that \$80 in a low-risk investment or savings account earning a conservative figure, say 6.9%, by age 63 that individual would have earned well over \$150,000 (before taxes). When it comes to federal taxes, don't withhold more than necessary. Your goal shouldn't be to get a tax refund; it should be to break even.

Shipmates, your financial health is just as important as your physical and mental wellbeing. Neglect the first and I would argue that the other two are bound to suffer; that's a tip you can take to the bank.



FLTCM(AW/SW) Jon R. Thompson

Please donate leave if you can

The below listed employees have requested to have leave donated to them under the Voluntary Leave Transfer Program. Please contact Theala Mack at (757) 443-1570 or DSN 646-1570 if you are able to help.

Valerie B. Stewart, FISC, Material Operations Dept. Ocean Terminal Div., Container Freight Branch; Voluntary Leave Transfer Program. Mark D. Lunn, FISC, Norfolk Bath Annex; Frank T. Davis, of FISC Material Operations Dept., Ocean Terminal Div., Container Freight Branch Stacy A. Furman, of FISC Norfolk, Groton Annex



Winter weather from page 3

Lafayette River Annex. Additionally, licensed operators are under federal restrictions for workday length. We have identified and trained additional licensed drivers to provide a more consistent effort and are investigating alternate trucks and plow combinations. While our resources are fluid, our focus is sharp. Our focus is squarely on operational readiness and service to the fleet. The general priorities for winter storm operations are as follows:

- (1) Entry gates, clinics, fire stations, precinct stations, airfields
- (2) Approaches to gates, main roads and intersections, pier fire lanes
- (3) Secondary streets, entrances to parking lots, housing area streets
- (4) Parking lots (NAVSTA will concentrate on clearing parking at NEX, commissary, medical, and dental)
- (5) Pier SOPA/ships present. NAVFACMIDLANTINST 3141.7 and

COMNAVREGMIDLANTINST3141.7A outline pier SOPA responsibilities in the event of a snow emergency. NAVSTA will clear fire lanes on all piers. Pier SOPA will direct snow removal operations on the pier, parking lots, and the foot of the pier, as required. If ice treatment is needed, urea will be authorized and provided. NAVSTA disaster prep division will deliver sand bags to each pier when necessary. Distribution will be last minute to prevent freezing and pilfering. The sandbags are for use in untreated walkways, brows and brow stands. They are not intended for holding parking signs or other creative uses. Pier treatment is restricted to the use of sand and urea due to the corrosive effects of salt on concrete, power distribution, and pier structures. Snow shovels will be made available from Port Operations in sufficient quantities on an accountability basis. Request pier SOPAs identify any problem areas or safety hazards promptly to the Port Operations duty officer at 757-438-3839.

Tenant commands - Occupants of build-

ings and quarters must make provisions for snow removal and salting/sanding that cannot be accomplished by large mechanized snow removal equipment. All sidewalks and entranceways are the responsibility of the tenant

Commands - NAVSTA Disaster Prep Division has salt, sandbags, and snow shovels that are available for tenant commands at SP-233. Self Help, SP-83, also has salt for distribution. POC for NAVSTA Disaster Prep is Gene Lambert, 757-322-2320. Self help can be reached at 757-445-9895.

Challenges and mitigation - Scarce resources, budget constraints, state and local priorities, unpredictable severity, and unrealistic expectations can result in frustration when winter weather sets in. We have addressed our challenges and are prepared to redouble our efforts to provide quality service to the fleet. It takes patience, feedback, and a team effort to ensure the safety of all hands and operational readiness at the right cost.



First quarterly COMFISCS Offsite held

Rear Adm. William Kowba, Commander, Fleet and Industrial Supply Centers and Mr. Elliott Fields, COMFISCS executive director, hosted FISC commanding officers and executive directors for a two-day offsite in San Diego Jan. 19-20. This inaugural event afforded the leadership and COMFISCS staff an opportunity to look at current operations, future planning and engage in in-depth discussions of issues affecting COMFISCS today. This meeting will become a quarterly event as leadership works together to tackle issues associated with partnership growth, resource constraints, products and services and organizational and cultural change. (Photo by Kim Longstaff, FISCSD Public Affairs)

By Kristine M. Sturkie
Navy Exchange Service Command Public Affairs

“Our latest survey shows that we are consistently saving our customers over 20 percent when they shop at their Navy Exchange,” said Rear Adm. Robert E. Cowley III, NEXCOM’s commander. “For a typical family of four that spends \$1,500 a year at the Navy Exchange, that’s nearly \$500 of additional savings in their pocket. That’s significant when every dollar matters.” To determine the savings amount, QRS Corporation, the independent research firm that conducted the survey, once again compared the prices on a variety of products in eight regions throughout the United States. The savings found in Bethesda, Md., were 22.95 percent; Everett, Wash., were 20.26 percent; Great Lakes, Ill., were 23.21 percent; Jacksonville, Fla., were 19.44 percent; Norfolk, Va., were 19.41 percent; Pearl Harbor were 22.93 percent; Pensacola, Fla., were 21.24 percent; and San Diego were 20.81 percent. Navy Exchange prices on approximately 350 items were compared to those of major retailers like Wal-Mart, K-Mart, Circuit City, Target, Home Depot, Dillards, Sears, Eckerd, Barnes and Noble, and Office Max.

“Saving our customers money and providing for their quality of life is the reason the Navy Exchange exists,” said Cowley. “We want to build a relationship with our customers so they will become our customers for life. To do that, we know that we must have the right products on the shelf, at the right quality and the right price. I think we are well on our way to doing just that.”

The four requested forklifts will be used to provide mission support at four locations in Iraq. “The forklifts recently released from the War Reserve Materiel inventory are part of the equipment pool for the Naval Expeditionary Logistics Support Force (NAVELSF) for use by their Navy Air Cargo Companies (NACCs) deployed to the CENTCOM AOR,” explained Cmdr. John Dillender, OPNAV N412D. “Working with the 3rd Marine Air Wing, members of NACC 9 and 10 are providing Marine Air Cargo Handling (MACH) mission support at four locations in Iraq, handling and tracking aviation depot level repairables as well as other commodities required by the Marine Corps aviation units.”



FISC Norfolk Commanding Officer Capt. Tim Ross congratulates Alfredo Hernandez, FISC Norfolk Ocean Terminal, at his retirement ceremony. Hernandez retired after 45 years of federal service.



Congratulations to Sequoia Jenkins. He has met the requirements established by the Judicial Council of Virginia to receive court referrals for J&DR District Court Mediation.



DDNV Commander Capt. Bob Howard congratulates his 2004 Combined Federal Campaign (CFC) team after completing another successful CFC fundraising drive. DDNV exceeded their goal of \$14,500, raising a total of \$15,237.98. With Capt. Howard are (back row, left to right) Patrina Dew, key worker; James Underwood, key worker; Debra Crew, key worker; Lester Williams, key worker; Greg Pugh, key worker; and Edith Patterson, key worker. Front row, left to right are Wilbert Miller, key worker; Debra West, DDNV CFC coordinator; Gail Blakey, key worker; Cheryl Evans, key worker; and Sherry Reid, key worker.



DDNV Commander Capt. Bob Howard congratulates David Brown after presenting him with a DDNV command coin. Brown detected gas fumes in Building Z-109 during a recent snow storm. He alerted the DDNV Command Duty Officer and made sure that everything was safe.



DDNV Commander Capt. Bob Howard congratulates David Graddy and Herbert Brown after presenting them with DDNV command coins. They were recognized for their snow and ice removal efforts in the traffic yard of Building Z-109.

Bravo Zulu

